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INFORMATION REPORT

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SUBJECT Borispol Airfield

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1. The airfield on the western perimeter of Borispol (30°58' E/
50°21' N), Ukrainian SSR, south of the highway to Kiev (30°
30' E/50°25' N), had a railroad connection to the Borispol
railroad station. Its E-W dimension was about 2,500 meters.
there was an E-W runway.
2. The construction work on the hangars and buildings in the

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eastern section of the field was not completed. Building material continually arrived during the winter of 1947/1948.

3. The field was occupied by about 1,500 parachutists wearing blue epaulets with parachute badge.
4. Parachuting has been observed from a captive balloon. Two men jumping together were observed in July and August 1947. The dropping of bombs suspended from small parachutes was seen in the first half of 1948.
5. The airfield south of the road to Kiev, on the western perimeter of Borispol, was about 3,000 meters long. It had railroad connection to the north and a SE-NW concrete runway. The heavily damaged airfield was under reconstruction and expansion after the war. The landing field had extensive drainage facilities.
6. Four five-story pilots' barracks, each 20x80 meters, were in the eastern section of the field, the frame work of which was completed in the fall of 1948.
7. About 2,000 engineer soldiers of a Soviet Army construction unit were employed for construction work at the field. There were no aircraft or flying personnel up to October 1948.
8. The airfield south of the new road to Kiev had a railroad connection and an E-W dimension of about 2 km. Reconstruction work at the destroyed field started in May 1947. About 1,200 Soviet engineer soldiers were employed at the field for reconstruction work in the spring of 1948.
9. The frame work of the following buildings was completed by October 1948: dispensary, an administration building, each about 12x20x60 meters, and several small buildings. The following work was planned for 1949: reconstruction or construction of hangars, quarters, and other field installations, and concreting of the landing field. No cement runways were available.
10. Only the southern section of the field was serviceable. It was occasionally used by aircraft.
11. The airfield west of Borispol was about 1x2.5 km. Extensive grading work done on the landing field after May 1948 and the construction of barracks buildings had been under way since June 1948.
12. Two four-story barracks buildings were ready for occupation and the frame work of three buildings was completed by October 1948.
13. Individual biplanes landed at the field after the summer of 1948. Parachuting from twin-engine transports was observed since July 1948.

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14. Grading work was done on the landing field after July 1948. Eight tractors plowed the entire area, which was then graded by rollers. A small strip in the southern section was not graded in November 1948.
15. The following work was done after early August 1948 (see also Annex):
 - a. The laying of concrete pipes, about 60 cm in diameter, in ditches all over the landing field. The pipes terminated in a main ditch southeast of the field.
 - b. The excavation of two ditches, about 50 meters wide and 70 cm deep, 100 to 120 meters apart, in E-W direction across the entire field area. The excavated soil was put on the western edge of the field.
 - c. The reconstruction of three destroyed buildings, previously three-storied, about 400 meters south of the new thoroughfare east of the railroad spur track. Each building was about 20x60 meters.
 - d. The installation of six large steel containers, each at least double the size of a railroad tank, in the southeast corner of the field. The containers were horizontally dug in.
16. The 1,500x2,000-meter airfield west of Borispol was being improved and expanded.
 - a. Work was being done on a diagonal runway which was topped by rough concrete slabs, four slabs lying side by side.
 - b. A runway with a top layer of rough concrete slabs, in a width of three slabs was in operation after the summer of 1947.
 - c. A third runway with a macadam cover, parallel to the second runway, was in operation.
17. The following installations were in the northern and northeastern sections of the airfield:
 - a. A three-story building with workshop
 - b. A flight control station under construction
 - c. A hangar under construction.
18. The field was occupied by:
 - a. Two twin-engine aircraft with single rudder assembly, leading edge of wings tapering to the rear, trailing edge straight.
two captive balloons and 8 to 10 biplanes.
 - b. A parachute unit and about 100 flying personnel.

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